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[a27]

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PORTLAND CEMENT

In Casks 375 lbs. net

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SHEWAN, TOMES & CO.,

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Hongkong, 29th April, 1908.

[a1404]

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[1272]

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DENTAL SURGEON,
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Hongkong, 27th January, 1910.

[1103]

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Hongkong, 21st September, 1905.

[1171]

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12.00 Noon to 1.00 p.m. Every 15 minutes.
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2.15 p.m. to 5.00 p.m. Every 15 minutes.
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NIGHT CARS as on Week Days.

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Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
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Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 15th June 1911

[1223]

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[a25]

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[a591]

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[a1085]

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[a26]



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No. 1	510 ft.	77 ft.	25 ft.
No. 2	350 ft.	53 ft.	24 ft.
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The Floating Crane, capable of lifting 40 ton weight.

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[a761]

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(EFFECTIVE FROM OCTOBER 28TH, 1911.)

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	Dairen ...	Ar.		Sat.	Tues.	
Y 14.95	Mukden (S.M.R. Train) ...	Lv.	8.00 a.m.	Sun.	Wed.	Fri.
	"	Ar.	3.50 p.m.	"	"	"
Y 11.50	Changchun ...	Lv.	4.05	"	"	"
	"	Ar.	10.30	"	"	"
R 9.60	Harbin (Russian Train) ...	Lv.	*12.30 a.m.	Mon.	Thurs.	Sat.
	"	Ar.	* 8.10	"	"	"

Connecting at Harbin with { State Express for Moscow, Wagon-Lits for Moscow, State Express for St. Petersburg.

SOUTH BOUND.

Connecting at Harbin with				State Express from St. P'tg.	State Express from Moscow	Wagon Lits from Moscow
R 9.60	Harbin Changchun	(Russian Train) ... Lv.	*12.00 a.m.	Mon.	Wed.	Fri.
Y 11.50	"	(S.M.R. Train) ... Ar.	* 8.40 p.m.	"	"	"
Y 14.95	Mukden	" ... Lv.	5.00 a.m.	Tues.	Thurs.	Sat.
	Dairen	" ... Lv.	5.15	"	"	"
	"	" ... Ar.	1.20 p.m.	"	"	"
Y 40.	Shanghai	(Steamer) ... Lv.	Noon.	Wed.	Fri.	Sun. Tues.

* Russian Train Time is 23 minutes faster than S.M.R. Time. For instance, 5 P.M. by the former is 5.37 P.M. by the latter.

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Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots, and also at
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Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
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lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
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[a713]

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Electric Lighting, Lifts and Fans.
Suites de Luxe
Bedrooms with European Bath and
Lavatory attached.
Perfect Sanitation.
The new Lounge will shortly be complete.
A la Carte Restaurant and Grill Room
Open 1st December.
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TELEGRAPHIC ADDRESS—"VICTORIA."
Under Entirely New Management.
Thoroughly Renovated.
Terms Moderate.
Excellent Cuisine.
H. HAYNES,
Manager.
Hongkong, 4th January, 1912. [197]

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A FIRST CLASS AND UP-TO-DATE
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

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renovated, extensively enlarged, and is now
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Large and Airy Rooms, Hot Cold and Shower
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Large and Comfortable Lounges, Private and
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SUPERVISION. Sanitary Arrangements of the
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FREDERICK REICHMANN,
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Leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.

Hongkong, 1st September, 1910. [a39]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.

Apply to—Mrs. F. W. YATTS,
"Braeside," 20, M. Marshall Road,
Hongkong, 4th December, 1907. [a27]

VICTORIA HOTEL

SHAMKUN-CANTON.

Telegraphic address—"VICTORIA, SHAMKUN."

SITUATED ON THE BRITISH CONCESION.

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SITUATED IN THE CENTER OF PRATA GRAND
Both Hotels electrically lighted, and under
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GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
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REASONABLE RATES.

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ROYAL GEORGE HOTEL.

Corner of Hankow and Haiphong Roads.

KOWLOON, HONGKONG.

Telephone No. K 3.

THIS HOTEL has been thoroughly
renovated and is now Well-Furnished.
Large and Airy Bed Rooms. Bath to each
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Billiard Tables, etc.

Picnic, Tiffin and Tea Parties to Kowloon
Catered for on due Notice being given. Motor
Cars for excursion to Kowloon Water Works
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Terms: per day, per month.
Single Rooms \$5 to \$8. \$110 to \$160
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M. J. NATHAN,
Manager.
Formerly of the Palace Hotel, Shanghai, China
H. RUTONJEE, Proprietor. [1352]

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19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [1277]

LONDON, February 14th.

CORRESPONDENCE.

HUMPHREYS ESTATE & FINANCE CO., LTD.

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

Hongkong, 14th February, 1912.

SIR.—Small shareholders must needs be thankful for small mercies, consequently I am daily grateful to the General Managers for acquitting me of wilful misrepresentation.

I must also hasten to express my regret for carelessly writing "5 per cent." for "43 per cent.," but the mistake makes no difference to the point I was trying to make, which was that, in spite of the boom in property, the Company is paying a smaller dividend this year than last, and can only pay 4 per cent. by drawing upon its reserve.

As I expressly stated in my previous letter that the \$8,000 allowance was for office rent and staff, I fail to see the point of the latter part of the second paragraph of the General Managers' letter.

The usual 5 per cent. commission of Estate Agents covers cost of staff and office rent.

The General Managers assert that the cost of management is 10 per cent. on the net profits: I still maintain that it is 16 per cent. on the gross rental. The items I excluded are necessary disbursements, which are quite distinct from the cost of management; but the latter term includes office rent and staff. I included "General Charges \$2,666.77" in my percentage, because the accounts throw no light on that item: if the General Managers can prove that the \$2,666.77 covers only necessary disbursements the cost of management is reduced to 14 per cent. of the gross rental. A comparison with other Companies will, I think, show that the cost of management of this Company is higher in proportion to its income than any similar Company in the Colony.

The General Managers affirm that the property boom came too late to materially affect 1911 accounts, but it is not a fact that the actual rentals, flat by flat and house by house, of the Company's property increased considerably last year, and that the increase has gone into the pockets of the farmers to whom the Company has farmed its property?

It is less trouble for General Managers of Land Companies to farm out their property, than to manage it personally.

It will be interesting to hear particulars from the General Managers as to the development work undertaken in 1911—I can find no reference to it in the report or accounts.

Your correspondent "Sympathiser" as well as the General Managers ask why I and other shareholders did not oppose the alteration in the General Managers' and Directors' remuneration last year. What was the use? Small shareholders are at the mercy of the Directors and Managers; they cannot insist, they can only appeal to the powers that be not to exact their "pound of flesh" in lean years.—Yours truly,

F. B. L. BOWLEY.

FUTURE OF DALAI LAMA.

RESULT OF THE PRESENT SITUATION IN CHINA.

Rai Sarat Chunder Das, Bahadur, C.I.E., who has been both to Lhasa and Peking, said to an Englishman representative in an interview recently:—

It is a curious coincidence of events that the Manchu dynasty and the sovereign hierarchy of the Dalai Lama which commenced at about the same time should be coming to a termination simultaneously. With the death of the Empress Dowager of China and Emperor Guangshu, which occurred only three years ago, the revolution in China began. The revolution has now resulted in the abdication of the last of the Manchus, a child of six.

The Dalai Lama, who had been feted and loaded with honours while at Peking in October, 1909, was formally reinstated in his position of sovereign ruler at Kumbum, in the beginning of 1910 by the Viceroy of Kansu under an Imperial edict. But on his return to Lhasa, the Dalai Lama found himself in no better position than he had been in during the advance of the Young Tibetan Mission to Lhasa in August, 1904. He had been practically divested of all ruling authority. The Resident Amban even did not pay him the respect that was due to his position as Dalai Lama. Though he was honoured and worshipped by the Tibetans of all ranks and classes, the Chinese and State officials were quite aloof from him. In the meantime he was informed that the Chinese had destroyed eighteen large Buddhist monasteries in the province of Kham and a large army under a Chinese general was advancing towards the Central Province. The Dalai Lama finding it unsafe and undesirable to stay at Lhasa any longer as a nonentity took shelter under the British Government at Darjeeling.

The Dalai Lama is believed to be the incarnation of Avalokitesvara, a disciple of Buddha, while the Emperor of China is said to be an incarnation of Manjusri, another disciple of Buddha, both of whom are supposed to be spiritual brothers. They came together to rule over Tibet and China and it is in the fitness of things that they should retire together to Nirvana.

The Emperor, as has been reported, goes to Jehol, a place some 150 miles south-west of Peking, where possibly he will be housed in the summer-palace, built by Emperor Chinglung (Quenlung) in about 1750. In 1908 Quenlung advanced there to receive Tashi Lama Pandayasha, in whose court Warren Hastings had sent George Bogle as an envoy.

Ruter announced recently that the Dalai Lama goes to Tibet in March.

COMPANY MEETINGS.

TOERANGIE RUBBER COMPANY, LIMITED.

An extraordinary general meeting of the above Company was held yesterday. There were present: Messrs. C. D. Wilkinson (Chairman), P. Loureiro, Evan Ormiston, M. W. Slade, N. F. Bland, Mr. Gask, Mr. Willis, and the secretary, Mr. E. A. M. Williams. The meeting was held for the purpose of considering the following resolution:—

"That Mr. Gray be authorised to negotiate and conclude a contract with the Rubber Investment Trust Limited, for the sale of the property and assets of the Company to a new Company to be formed and registered in London by or under the auspices of the Rubber Investment Trust, Limited, upon the same terms as by the resolution of the Company passed on the 22nd November last, and confirmed on the 9th December last, it was resolved to sell the said property and assets to a new Company to be formed by, or under the auspices of, the United Lanka Plantations Company, Limited (the name of the Rubber Investment Trust, Limited, being substituted for that of the United Lanka Plantations Company, Limited, in such terms); with the addition thereto that options on 6,000 shares in the new Company to be formed be given to the Rubber Investment Trust, Limited, or its nominees."

The Chairman said:—Gentlemen,—The circular accompanying the notice convening this meeting serves to explain to you the reason why the meeting was called. It being most undesirable that we should again be placed in the same uncertain position as that in which we have been left for the last few months by the U.L.P.C. and with the knowledge we possessed that the shareholders here would be very reluctant to pass any resolution to accept an offer which they were not assured was binding, a telegram was sent off to Mr. Gray last Wednesday to the effect that the members would insist upon receiving a binding offer before considering it. In answer to this, a telegram has been received from Mr. Gray to the effect that the offer of the Rubber Investment Company is a firm offer, from which if it is to be gathered that the constitution of that Company renders it unnecessary for a general meeting of the Company to confirm an offer made by its representatives. That being so, it may be assumed that we are in a position to conclude a contract with the R.I.T. upon the terms of their offer should we think fit to do so. But, in giving the matter serious consideration, and after ascertaining the views of several principal shareholders, your directors came to the conclusion that unless special circumstances exist rendering the proposed connection with the Rubber Investment Trust highly advisable the offer which requires the giving of options in respect of 6,000 shares lasting for a period of five years could not be deemed acceptable. We therefore sent a further telegram to Mr. Gray on Saturday to the effect that the directors were unable to recommend the offer with those options. To this telegram no answer has as yet been received. Your directors are nevertheless of opinion that although they feel they cannot recommend the acceptance of the R.I.T. as it stands it is just possible that some special circumstances may exist and may be disclosed in the letter Mr. Gray doubtless wrote in confirmation of his telegram, which circumstances may render it advisable to come to terms with the R.I.T. We therefore propose that a resolution be moved to adjourn this meeting, say, for three weeks, by which time we shall no doubt have received a full explanatory letter from Mr. Gray. If this be done we should then telegraph to Mr. Gray that the meeting had been adjourned awaiting his letter. More especially does it seem to us to be advisable to adjourn the meeting in view of the fact that another Company, the Rubber Estates Agency, has also through Mr. Gray telegraphed an offer on more or less similar terms to those of the R.I.T., which offer ought also to be considered by this Company before that of the R.I.T. is definitely accepted or refused. The special business of which this meeting is called is merely to consider one offer. At a subsequent meeting, if due notice is given of the business to be transacted, both offers may be considered. If you agree, gentlemen, it is not worth while to go further into this matter at the present time.

Mr. Slade said it seemed to him that an adjournment for three weeks would probably be too short, and he thought the best plan would be not to pass the resolution, and to authorise the directors to continue negotiations with such persons in London as they might think fit and to ascertain what were the best terms that could be obtained for the floating of a company in London to which they could transfer their property, because it might be possible for themselves to promote a company, and thereby obtain the benefit of the London quotation, and on terms which would be much more favourable than either of the two offers which they had received. The more adjournment of the meeting would not give them any advantage that could not be obtained by the method he suggested, namely, not to accept the offer, and calling a fresh meeting. If no one seconded the resolution it would lapse and he would propose a new resolution afterwards. He moved, "That as this resolution has not been accepted, the directors be authorised to negotiate with the Rubber Investment Trust and any other companies or individuals in London, with the view to promoting a company to take over the assets of this Company."

The motion was seconded by Mr. ORMISTON, and carried.

The Chairman—That concludes the business, gentlemen.

LAOUKUNGHOW COTTON SPINNING AND WEAVING CO.

The annual general meeting of the Laoukung-mow Cotton Spinning and Weaving Co., Ltd., was held on the 6th inst., at the offices of Messrs. Albert & Co., 22, King's Road. Mr. E. C. Pearce presided and 4,357 shares were represented.

The Chairman spoke as follows:—In reviewing the period covered by the report and accounts, it will be remembered that started 1911 with rather a large stock of cotton, the value of which, amounting to £14,465,000, was carried forward from 1910 working, and which, as I stated last year, was purchased at comparatively reasonable prices. The 1910-1911 cotton crop was an abundant one, but the ubiquitous habit of natives in watering cotton became more and more pronounced as the season progressed and more especially as prices for the new material advanced, the adulteration seriously deteriorated the quality and rendered spinning exceedingly difficult. In spite of this fact, however, we were able to maintain an excellent quality of yarn, and during the year secured record prices for your spinnings, deliveries were well maintained and our yarn was in good request until the middle of October, when the outbreak of the Chinese revolutionary movement began. Our last quarter was, therefore, materially affected. We trust, however, that the year's working may be considered, under the circumstances, fairly satisfactory.

When the present disturbed state of the country is settled it is to be sincerely hoped that China will take such steps as may be expedient to foster her industries and remove therefrom the vexatious taxation which the cotton trade is now subjected to. In direct competition with India and Japan, we are at a disadvantage, inasmuch as we have to pay heavy duties on our raw material, and, in addition, excise on our manufactured yarn, whereas Indian and American cotton is procurable by our competitors duty free. It is really astonishing how very short-sighted the authorities in China have been in the past to the advantages to be gained by fostering industrial development. We sincerely hope that whatever government may eventually be established, one of its first steps will be to waive all taxation on cotton, and to create an industry which can give employment to thousands of their workpeople, and which should receive all consideration from the hands of those in power. China is a cotton growing, yarn and cloth consuming country, yet cotton shipped for consumption from one China port to another has to pay 35 candareens per picul to export and another import duty of 17½ candareens. Cotton from a foreign country has to pay 20 candareens, or slightly over 10 per cent. Besides this, it has to pay a heavy duty on its arrival at another China port has to pay seven mace per picul. Surely any new government in China will see the anomaly of the present position.

With reference to the accounts, you will have read that your board recommends the division of the Profit and Loss account credit as follows:—

To pay a dividend of 5 per cent. on shares, £40,000.00
"depreciate mill building, £80,000.00
"depreciate plant and machinery, £20,317.81
which sums together with the amount of £13,963.00 to be paid to the general managers leave a balance to be carried forward of £13,636.11.

With the amount of £13,636.11, which your board recommends to place to the depreciation of your machinery, it means that we have reduced the first cost of your plant from £13,636.11 to £1,363.61, or slightly over 10 per cent. Besides this, in order to keep your plant in proper working order, we have spent in repairs and renewals £12,148.00, which has been written off annually in your profit and loss account; depreciation and repairs being entirely effected out of the mill earnings.

Buildings by the board's recommendation will now stand in the books at £149,000.00, as against an original cost of £125,925.45. An item on the credit side of the accounts of £2,000 to the Shanghai Cotton and Adulteration Association may perhaps require a little explanation.

This is a guarantee fund to the Shanghai Cotton Anti-Adulteration Association, which, as you are doubtless aware, was inaugurated last October, the object of the Association being to check and, if possible, to put a stop to the excessive watering of cotton by the Chinese. The Association, I may say, is doing exceedingly good work and a debt of gratitude is due by those interested in the cotton trade to the Shanghai Cotton Body in Peking, the Consular Body here and also to the committee of the Association in their endeavours to establish a Cotton Testing House. The Shanghai Cotton Testing House is now controlled jointly by the Commissioner of Customs and the committee of the Association.

With regard to this year's cotton the quality generally is an exceptionally poor one and prices since the autumn have gradually receded, in spite of the great falling off in arrivals to this market, one would think that the farmers are withholding their stocks, as it is hardly possible to believe that after the enormous profits they made last season the acreage has in any way been reduced, but on the other hand the cotton crop undoubtedly suffered a great deal of damage owing to floods and the August typhoon, more especially locally and in those districts of Tangchow and the island of Tainan, bordering on the Yangtze. It is more probable, therefore, that considerable stocks are still held in the country awaiting either a peaceful solution to the present disturbed state of the lines of communication, or a rise in the present prices of the commodity.

The rest of the report and accounts require, I think, no further explanation, being quite explicit, but should there be any questions which any shareholder would like to ask, I will be quite willing to answer them to the best of my ability.

On the motion of the Chairman, seconded by Mr. J. M. Young, the report and accounts were adopted.

Mr. J. W. Bando proposed, and Mr. H. C. Marshall seconded, that a dividend of 5 per cent. be declared for the year ending 31st December, 1911. This was agreed to. Messrs. Bando and Chung Liang-yu were re-elected directors, and Mr. George Wingrove auditor.

THE "NEW PACIFIC."

At a meeting of the Royal Colonial Institute last month Dr. Miles McGraw, an expert on the coming importance of the Pacific Ocean in world politics. He declared that the Panama Canal would soon be as much American as the Kiel Canal is German; contrasted the comparative emptiness of the American and Australasian territories with the overcrowded condition of Eastern Asia; and commented on Australia's creation of a local navy and adoption of universal compulsory training. Professor Spencer Wilkinson and the Agent-General for Tasmania took part in the discussion which followed.

A Remarkable Family Party.—A row of the circle at the Kensington Theatre was reserved recently for a remarkable family party, consisting of a Mrs. Cornfield, a Lincolnshire woman, and her 21 sons, eight of whom are in the Army.

THE MANILA EXPOSITION AND CARNIVAL.

Though dull and wet weather deprived the Manila Exposition and Carnival of much of the pleasure which should have been associated with the event, there can be no doubt that the enterprise has met with decided success in all departments.

Taking first the Exposition, it has to be said that it has exceeded expectations. Most of the awards for the exhibits were made last Thursday, and the committee in making its report to W. W. Barclay, director general, said: "The exhibits presented are all uniformly of a very high order of excellence and the committee desires before all else to express its strongest and heartiest congratulations to those who have prepared the various exhibits and especially to the director general of the Philippines exhibition."

The awards for horticultural exhibits and textiles were to have been made on Friday.

Thursday last was the American Carnival, and on that day 25,000 paid for admission to the grounds. There was a military parade in the afternoon, and in the evening the queen of the festival, attended by gorgeously begowned maids and courtiers, made an impressive and stately appearance.

In athletics the most interesting event was the contest for the lawn tennis championship of the Orient, held up till now by E. S. Gee, of Manila. He was confronted by C. R. Gardiner, Pacific coast champion, and a brilliant struggle on Thursday ended in a victory for the San Francisco by 5-7, 6-3, 6-1.

Regarding Andrews, the well-known sprinter of the Buffs, the *Cable News American* of last Friday states:—

Drum Major Andrews, who represents the Singapore regiment of the "Buffs," colonial army of Great Britain, has entered three of the big events of the open track and field meet of the Carnival for championships of the Far East, which will be held in the Carnival Stadium this morning and afternoon. The Singapore sprinter and distance runner goes into the 440 yard run, the 880 yard run, and the one mile run. As these races take place in the programme of finals for this afternoon within a few minutes of each other, Drum Major Andrews may be allowed to withdraw from the mile run for this afternoon and run a special race on Monday against the winner of to-day's event.

Since his last appearance in Manila Andrews has been promoted from corporal to drum major in his regiment. He brings a fine record of victories won in the Transvaal, South Africa, Singapore and Hongkong. While stationed at Johannesburg, Transvaal, in 1908 Andrews captured the South African championship in the half mile, covering the distance in 2:02, and ran third in the quarter mile. For this performance he was selected as first reserve for the South African team sent to the world Olympic meeting field in London that year. Entering the Hongkong amateur athletic sports, held in March, 1910, he won first honours in the half mile and mile. Again in the Victoria Recreation Club meet of April, 1910, at Hongkong, Andrews ran every race from the 100 yard dash to the mile in a two days' meet, winning the quarter mile in 51.4 seconds, the 200 yard dash in 23.3 seconds and the century in 1:01.5.

On his former appearance in Manila, when he competed in some excellent Carnival races, Andrews made an excellent showing, winning out in all the events.

MR. L. BINYON ON CHINESE ART.

At the London Institution, Finsbury-circus, on the 22nd ult., Mr. Laurence Binyon gave a lecture on Chinese art, illustrated by examples from the collection in the British Museum which has been on exhibition for the last year and a half, but is soon, the lecturer stated, to be removed.

Mr. Binyon said we had been familiar for some two centuries with the decorative art of China, especially the porcelain, but hitherto the creative art of China, the painting and sculpture, has been almost unknown. The reason why painting had remained unknown was that there were no museums in China and no exhibitions. The Chinese did not like exhibitions, they thought that a picture was a sensitive thing, and was injured and contaminated by the gaze of the casual and indifferent. The great treasures of Chinese painting, therefore, were in private collections. It was chiefly from the Japanese that we had begun to have some knowledge of the subject, that nation having published in magnificent reproductions a great number of Chinese as well as Japanese masterpieces.

The lecturer traced the history of Chinese painting back to the sixth or seventh centuries B.C., the earlier art being of an epic kind, devoted to representation of national heroes and the portraits of sages. It corresponded, in fact, to the ideals of Confucius, who, like Plato, wished art to serve social ends and to have a moral effect. The pictures of the fourth century A.D. (of which he threw on the screen some of the earliest known examples now in the British Museum) represented a reaction from the social system of Confucius in favour of individual liberty, deriving its inspiration from the thought of Lao-Tze. The influence of Buddha, he thought, had been exaggerated, although that influence had been nevertheless very great, and he showed some specimens of early Buddhist sculpture found in Turkestan and elsewhere. The eighth century was the time of the greatest painter of China, Wu-Tao-tze. Almost nothing was known for a long time of that period, but Dr. Stein's recent discoveries had added greatly to our knowledge. Then came the Tang period, with its idealization of nature and its wonderful landscapes and pictures of flowers inspired by conceptions which might be compared to those of Wordsworth's poetry. From the fifteenth century there was a gradual decline, and modern painting in China seemed to be rather degenerate. China, however, could boast of a magnificent record longer than that of any other country in the world.

Mrs. Ruby Nissim, eldest daughter of Sir Sassoon David, died at Mahabeshwar on January 23 as the result of a carriage accident. Mrs. A. J. David, who was with her in the carriage, was injured in her spine. Mrs. Nissim's remains were taken to Bombay that night. All the Jewish offices in Bombay were closed on January 29 as a mark of respect to the deceased lady.

THE REVOLUTION.

FORECAST OF THE NEW CABINET.

The following forecast of the new Cabinet has been published at Shanghai:—
Dr. Wu Ting-fang, Minister of Foreign Affairs;

Cheng Pi Kuang, Minister of the Navy;
General Li Yuan Hung, Minister of War;
Wong Chun Wei, Minister of Law;
Cheng Chin Tao, Minister of Finance;
General Cheng, former Governor, Minister of the Interior;
Tang Chou-chien, Minister of Communications;

Tan Yuan-pai, Minister of Education;
H.E. Tang Shao Yi, Premier;
General Huang Hsin, Chief of the General Staff.

Later information is to the effect that Peking will remain the capital, pending the convention of Provincial Delegates when the permanent government will be established and decide where the capital shall be. This arrangement, it was said, meets with the approval of the representatives of Chinese Turkestan and Mongolia and with the temporary capital at the present seat of government order will be more easily maintained in the north until the permanent organization is effected.

It is the general opinion in well-informed local circles, says a Shanghai contemporary, that upon the formation of the provisional government at Peking the Nationalist government will be dissolved and President Sun Yat Sen will retire to private life of his own volition. It is also the general belief here that Nanking will eventually become the capital.

THE ABDICATION AGREEMENT.

It appears that in the discussion of the terms of abdication Dr. Sun Yat Sen objected to the title of Emperor being hereditary but was agreeable to the retention of the title during the lifetime of the present Emperor, a proposal which Yuan Shih-k'ai accepted. There was a decided difference of opinion regarding the question of the capital, Yuan Shih-k'ai suggested that Tientsin be the provisional capital, and the Republicans insisted on Nanking, which Yuan strongly opposed. Among the arguments against Nanking as a capital it is that it would mean the demolition of the forts at Chinkiang, Wusong, and elsewhere on the Yangtze, on account of the protocol of 1901 providing that an open way be maintained to the sea.

There was no serious dispute as to the terms of the Republicans' proposed allowance to the Emperor. The Revolutionists want the allowance in dollars, saying that the forthcoming currency will be changed to the dollar basis. Yuan suggested that the allowance be placed on a fact basis until the new currency is actually inaugurated.

One article of the agreement specifies that the people are not subjects of the Emperor. The Parliament will fix the special memorial expenses. The Republic will select and reside the Imperial Guard. Residence will be permitted in the Forbidden City or the Summer Palace.

The Manchu migration from Peking has begun and many notable Manchus are leaving, including Duke Kung, Prince Tsai Tse and Prince Su.

THE REBUILDING OF HANKOW.

Mr. Percy Tilley, a local architect, has gone to Hankow to assist in the drafting of plans for the rebuilding of the burned district into a modern model city.

Thirty-four roads will be laid out. The land owners will contribute ten per cent. of their acreage for these highways and for sites for public buildings and parks. The land owners have been instructed to establish their claims to their respective holdings in the burned area and new title deeds will be issued. The Commercial Building Corporation will float a loan of £15,000,000 guaranteed by the Republican Government, it is said, and this will provide for the erection of 30,000 houses. Prospective merchants and land owners will be permitted to use the funds realized in this way for building purposes, pledging their land as security for repayment within a prescribed time. It is estimated that £15,000,000 will be needed for the road work. It is understood that other local architects have been engaged on the reconstruction plans.

THE GOVERNORSHIP OF KWANGTUNG.

Since the departure of Wu Han Ming the "Tutuship" of Kwangtung Provincial Government had undergone many interesting changes. The China Press recalls that when ex-General Wu left for Shanghai, Wong King Wei, one of the republican peace delegates, was appointed to take the position of military governor for Canton. When he was named to assist Dr. Wu Ting-fang in the Peace negotiations, K. M. Cheng was elected to be the Acting-General. Later Mr. Wong repeatedly sent in his resignation of the post. Sometime ago the Cantonese attempted to break the deadlock by asking Mr. S. Y. Feng, now serving in the Government at Nanking, to return to Canton to assume the reins. But Mr. Feng following the example of his predecessor, Wong King Wei, tendered his resignation. In doing so, he recommended Mr. Wu Ka Fo, one of the pioneer revolutionists, for the honour.

At present, however, it is difficult to say whether Mr. Wu will be given another chance for resignation. So far five republicans have been nominated in vain.

At a meeting of the Board of the Manchester Chamber of Commerce held on January 10, certain resolutions, the terms of which had been remitted by the Board to be settled by the General Purposes Committee, were adopted for advocacy at the next annual meeting of the Association of Chambers of Commerce, to be held in March. One of these dealt with the loss of the *Olethia* and was as follows:—"That, in view of the uncompensated loss suffered by the owners of the str. *Olethia* through the destruction of the vessel by the Russians in the Russo-Japanese War of 1905 for alleged 'contraband,' this Association requests the Foreign Office to make a further attempt to obtain justice from the Russian Government, or if this is deemed impracticable by the Foreign Office, that the British Government be asked to indemnify the owners. That the Executive of the Association be requested to bring this before Sir E. Grey by deputation or in such other form as may be deemed most likely to be effective."

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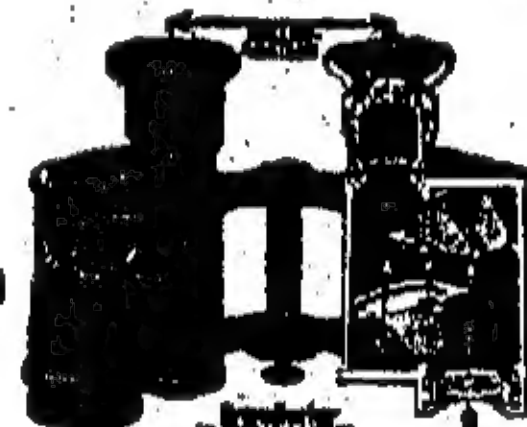
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CURING DISEASE.

BY PROPER FOOD.

Every thinking man must be impressed by the fact that the modern doctor is relying less and less on the administration of drugs for the cure of the ordinary illnesses of life, and more and more on the selection of proper food. As a matter of fact, this idea is not so new as it seems; for it has been advocated for hundreds of years—for Thomas Sydenham, who was called the "English Hippocrates," and lived in the seventeenth century, wrote: "There are not a few diseases which can be cured by the use of proper diet alone."

In treating disordered and diseased conditions by food, there are two facts to be observed. The first is the elimination of foods which are found to be injurious to the individual, and the second is to supply him with food which he can digest with ease and assimilate without trouble, food which will nourish him so completely that his weakened system will rapidly gain strength. Moreover, this food, being of a bland nature, must put no strain on the organs of excretion, whose mission is to keep the blood pure.

Amongst the foods, milk takes a high place. There are, however, grave drawbacks to its use.

In the first place, it necessitates the taking of a quantity of fluid which, in itself, may greatly disturb the digestion.

In the second place, it is by no means easy to get pure milk in hot countries.

In the third place, in order to preserve the milk it is frequently mixed with chemicals, like boracic acid. This is exceedingly liable to cause indigestion in adults and certain to do so in children, while many people find it disagrees with them in other ways.

MANY DEVICES FOR CURE.

Many methods have been devised for overcoming these difficulties, and dried milks of various kinds have been recommended to be used.

It is constantly found, however, that the sufferers in warm climates need something more than milk products to sustain their health and strength. The reason is that their nervous system is constantly affected through the too rapid using up of the phosphorus salts, which play so powerful a part in maintaining the health of the nervous system.

The pre-eminent need of such people, and, indeed, of most people who live in hot countries, is a food which combines the nutritive qualities of pure milk with the energising and nerve-building properties of phosphorus. These two elements, however, are almost quite useless if merely mixed together, for the ordinary preparations of phosphorus soon disturb the digestion and make the sufferer's lot still worse than his first. The phosphorus must be in what doctors call the "organic" form, and it must be "chemically combined" with the milk in order to be easily digested and to produce its best results.

It is in this form that these elements exist in Sanatogen, which, to quote an article published in *The Medical Press and Circular*, "has strengthened the physician's hand a hundredfold," while, it adds, "the wonders brought about by it are no less manifold than amazing, and have been testified to by leading physicians whose names are as household words in many countries of the world."

THE BEST NUTRIMENT.

Sanatogen, in fact, has come to be recognised by the best doctors everywhere as the greatest tonic food in the world, the one preparation on which complete reliance can be placed to build up the tissues which are destroyed in many diseases, and thus to restore the lost weight which results from them. In order to do this, Sanatogen must first restore the blood to its best possible condition, for every part of the body derives its nourishment from the blood, while, at the same time, it revitalises the nervous system. It is thus evident that Sanatogen's power is not limited to one organ; but, by influencing the digestion, the nerves and the blood, it exercises a wide control over various conditions, and can ameliorate and cure a large number of symptoms.

Testimony to this power is further borne by *The Medical Press and Circular*, which says:—"Sanatogen is readily absorbed by the stomach and has an immediate and remarkable effect, shown by a steady increase of body weight and of muscular strength and energy. At the same time, the colour is brought back to the patient's cheeks, which is due to a specific increase in the number of red corpuscles. Moreover, Sanatogen's feeding and sustaining properties are invaluable in the complete loss of appetite that often spells danger in attacks of influenza. To nourish the patient then becomes a matter of life or death, and under these circumstances the supreme importance of highly nutritive and absorbable food in small bulk is recognised. Sanatogen further supplies the much needed nutrition to the brain cells as well as the necessary filip to heart, stomach, liver and other organs of the body."

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WEATHER REPORT.

On the 14th at 12.30 p.m.—Pressure has increased considerably over Eastern Japan and decreased considerably over the Loochoos and along the China coast.

The depression which was yesterday central over S. China now lies over the Loochoos.

There is also a slight depression over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distances Forecast

Hongkong & Neighbourhood

Formosa Channel ... Same as No. 1.

South coast of China between

Hongkong and Loochoos ... Same as No. 1.

South coast of China between

Hongkong and Hainan ... Same as No. 1.

N.E. ...

HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE HONGKONG DAILY PRESS]

January 18th.

BERLIN CHAMBER OF COMMERCE.

After the annual report of the Hamburg Chamber of Commerce that of the Berlin one may prove of interest. It states that the characteristic features of trade in the past year have been an increase in the volume of business and a decrease in the profits. The rapid growth of the population necessitates a corresponding increase in the production of goods and it is only when the latter exceeds the wants of the consumers and their improved standard of living that the industrial development of a country can be looked upon as progressing favourably. There can be no doubt of this having been the case in 1911 for, whilst the volume of trade in 1910 already surpassed that of the preceding year, the increase in the last twelve months has been quite as great, and in many branches greater. The railway returns afford proof of this, the receipts having been 9 per cent. above those of 1910 and further corroborative evidence is furnished by the state of the labour market, where supply and demand have been more evenly balanced than for several years past. What is said here of the trade of the empire in general, holds good for the Berlin district as well, the turn-over having been much in excess of that of last year. The activity was but slightly interfered with by the political uncertainty, the conviction that Germany would not be involved in war remaining unshaken throughout and even in export circles, who more than any others would have suffered from international complications, a calm conception of the situation prevailed. This is borne out by official statistics; the monthly increase of exports in the first half of the year amounted to 40 million marks whilst in the second half, when warlike rumours filled the air, it rose to 50 millions!

To attempt a forecast of the course of trade in the new year meets with still greater difficulties than usual, for certain factors have to be taken into account the bearing of which in one direction or the other it seems impossible to foresee. Amongst these the political situation claims priority; the Russo-Italian conflict has already affected business with Italy and the Levant unfavourably and there can be no doubt that a continuance of hostilities will do so to a much greater and more serious extent. Uncertainty therefore prevails with regard to those countries and the same must be said of China where owing to the revolution, trade in many parts has come to a standstill. The stability of government of a country with which Germany maintains business relations is naturally of the utmost importance to her merchants, but at the same time, seeing that the total of her foreign trade amounts to seventeen milliard Marks, the course of international commercial politics is no less so. It is quite possible that trade with Sweden and Japan, both of which have lately raised their customs tariff materially, and with Russia, France and the United States, where the existing high rate of import duties are rigorously enforced, may experience a falling off in future, as for some time past already exports to those countries have only been maintained at the former figures, and in some instances increased, by concessions in price, which have reduced the profits of the exporting firms, and of the manufacturers. A case in point are dyes and other colouring stuffs of which 10 per cent. more have been shipped abroad than last year, whilst the aggregate value amounts to only 2 per cent. more! New and improved processes will continue to be invented in order to reduce the cost of production of all articles, but a decline in the prices of most raw materials cannot be looked for, nor a permanent reduction in wages. The question therefore arises whether an advance in the prices of manufactured articles may reasonably be expected; the chances do not appear to be altogether unfavourable, although perhaps not in the same degree for everything; prices have in many instances touched so low a level that a further giving way is rendered almost impossible, and will call forth most strenuous resistance on the part of producers. In conclusion the Chamber of Commerce sums up the position as follows: trade in 1911 having been sufficiently active to strengthen the tendency towards improvement and its progress not having been materially impeded by outside events, there is every reason to hope that in the coming twelve months it will pursue the same course and that the solid foundation on which it rests in Germany will continue to expand.

THE BREMEN CHAMBER.

The Bremen Chamber of Commerce in its report for the past year states that in spite of many unfavourable circumstances, such as the political situation in the United States, the economic development of Germany during the twelve months may be looked upon as sound and expanding; the home trade has improved, whilst the official returns show that exports and imports too have increased materially. Most of the industries, particularly ironworks, have been doing well, but the same cannot be said of those engaged in the textile trade. Woollen spinners and manufacturers have not obtained the same good results as last year, and as to Cotton the conditions have been of a most trying character, although thanks to the present huge crop in the United States and the consequent rapid drop in prices, prospects are brightening. Cigar makers, who had suffered severely from the higher duties imposed last year, still complain of the unsatisfactory state of affairs and in connexion with it the German Tobacco trade presents no cheerful features. Nevertheless, taking it all round trade in Germany may

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look back on a prosperous twelve months. The export business has been very satisfactory, particularly if the precarious political situation be considered. Abundant crops and high prices in the consuming countries have not only increased the purchasing power of the populations but have at the same time stimulated shipments of the produce of the several countries. Ship-owners have benefited largely by the increase in the goods traffic but are less satisfied with the passenger trade, for although the number of cabin passengers shows no diminution, that of emigrants has fallen off. In spite of this, however, extensive orders for new tonnage have been placed. Inland navigation on the other hand has passed through trying times, owing to the low state of the waterways in consequence of the dry weather during the summer months, the situation having been rendered still more difficult by the reduction in railway rates for all kinds of feeding stuffs. The partial suspension of the river traffic detracts somewhat from the value of the railway returns as evidence of an increase in the volume of trade, still they may be looked upon as pointing in that direction.

Although Bremen has participated in the general improvement it cannot be denied that it is being out-distanced more and more every year by Rotterdam and Antwerp. The trade of these ports in the early eighties of the last century barely exceeded that of Bremen, whereas it is now treading on the heels of that of Hamburg and the completion of the canal connecting Hanover with the Rhine and the projected canalisation of the river Main will still further strengthen their position by attracting traffic from the south and east of Germany, including the very hinterland of the Weser port, to the detriment of the latter. Serious apprehensions are entertained in that respect, but in the interest of trade in general the Bremen government has waived its own claims and has made considerable sacrifices in order to further the execution of the Frisian scheme. In doing so however it feels justified in expecting that the interests of the port will receive due consideration in return and that a canal connecting the lower Weser with the new waterways may be constructed of dimensions sufficient to allow of a successful competition with Rotterdam and Antwerp.

THE REICHSTAG ELECTIONS.

The results of the elections for the Reichstag which took place on the 12th inst. are viewed with dismay by the lovers of law and order, for the Socialists threaten to become the strongest party in the Diet. Of the 38 members definitely elected 64 belong to them, whilst at the second ballots, 189 in number, fixed for the last week of the month, 121 of them will go to the poll. Unless the other parties sink their differences and act together, it is to be feared that the Socialists will enter the Reichstag over a hundred strong. Their victory will be at the expense of the Radicals and Nationalists, the Conservatives and the Clerical party losing but few seats.



That Heavy Feeling

after the principal meal of the day is quickly dispelled by PINKLETS, the little after-dinner pills. They regulate the liver, cure Constipation, aid digestion.

Of Chemists for 60 cents, or post free, from The Dr. Williams' Medicine Co., 84 G. Sechen Road, Shanghai.

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less inclined they are to
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They know—they can tell from their teeth—how well the dentifrice does what they want, that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel, and is distinctly pleasant to use.

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[49-2]

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A. S. WATSON & Co., Ltd.

[144]

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FOR 1912.

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TO GET THERE THAT'S A HOLIDAY.

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STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	"	SATURDAY, 2nd March, at 1 p.m.
KOREA	18,000	"	TUESDAY, 2nd April, at 1 p.m.
SIBERIA	18,000	"	TUESDAY, 16th April, at 1 p.m.
MANCHURIA	27,000	"	TUESDAY, 30th April, at 1 p.m.
MONGOLIA	27,000	"	MONDAY, 20th May, at 1 p.m.
INTERMEDIATE.	Tons	Starting	
NILE	11,000	"	FRIDAY, 23rd Feb., at 1 p.m.
PERSIA	9,000	"	TUESDAY, 26th March, at 1 p.m.
CHINA	10,200	"	TUESDAY, 23rd April, at 1 p.m.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 15TH FEBRUARY, 1912.

8 a.m. "HONAN." 8 a.m. "HEUNGSHAN." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 16TH FEBRUARY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAN." 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

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EXCURSION TO MACAO.

SUNDAY, 18TH FEBRUARY.

The Company's Steamship

"SUI AN"

will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

CHINESE NEW YEAR HOLIDAYS.

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Steamers to and from Canton will run as usual.

HONGKONG-MACAO LINE.

There will be no steamer from Macao at 7.30 a.m. or steamer from Hongkong at 12.30 p.m. on Sunday, the 18th instant. There will be no 8 a.m. steamer from Hongkong or 2 p.m. steamer from Macao on Monday, the 19th instant.

MACAO-CANTON LINE.

The a.s. "HOI SANG" will run as usual.

CANTON-WUCHOW LINE.

The a.s. "SAINAM" and "NANNING" will run as usual.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE	TIME
SHANGHAI	"HANGSANG"	Friday	16th Feb.	Noon
MANILA	"LOONGSANG"	Saturday	17th Feb.	2 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday	22nd Feb.	Noon
TIENTSIN	"CHEONGSHING"	Saturday	24th Feb.	Noon
MANILA	"YUENSANG"	Saturday	24th Feb.	2 p.m.
SHANGHAI, KOBE & MOI	"YUENSANG"	Thursday	7th Mar.	Noon

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. "YUENSANG" has superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yagizawa, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4155 tons, Captain H. CHIDLEY, due at Hongkong from Rangoon today, will be despatched for KOBE on the 15th inst., at Noon, taking Cargo and Passengers at Current Rates. To be followed by the S.S. "PAZILKA," 4152 tons, Captain W. E. WHITTINGHAM, R.N.R.

WESTWARD.

The S.S. "FULTALA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 7th March, 1912, followed by the S.S. "PAZILKA." The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. Telephone No. 215. Hongkong, 15th February, 1912. [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"CARMARTHENSHIRE"	On 28th Feb.
LONDON, ROTTERDAM & ANTWERP	"GLAMORGANSHIRE"	On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

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JARDINE, MATHESON & Co., LTD., AGENTS. Hongkong, 24th January, 1912. [59]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	8th March	Saturday, 2nd March. Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co., AGENTS. [56]

SHIPPING IN PORT.

STEAMERS.

BORNEO, German str., 1,344, P. Sembill, 13th Feb.—Sundkan 7th February. Timber—Molchers & Co.

CHONGKING, British str., 1,265, V. Liddell, 5th Feb.—Bongay 3rd February, Coal—Jardine, Matheson & Co.

CHINA, British str., 2,300, W. Benson, 11th Feb.—Shanghai 8th February, General—Butterfield & Swire.

CANTON, British str., 1,229, M. Mathieson, 6th Feb.—Wakamatsu 31st Jan., Coal—Butterfield & Swire.

CHITO MARU, Japanese str., 7,250, W. W. Greene, 6th Feb.—San Francisco 10th January, Mails and General—Toyo Kisen Kaisha.

DAIGI MARU, Japanese str., 945, Y. Somekawa, 7th Feb.—Swatow 6th Feb., General—Osaka Shosen Kaisha.

DRUPAR, Norwegian str., 1,102, J. Bing, 11th Feb.—Bangkok 1st via Swatow 10th Feb., General—Kin Tay Loong.

EMPEROR OF JAPAN, British str., 3,039, S. Robinson, R.N.R., 2nd Feb.—Vancouver 11th Jan. Mails and General—Canadian Pacific Railway Co.

FUKUKA MARU, Japanese str., 1,946, S. Kama-waki, 6th Feb.—Moji 1st February, Coal—Mitsui Bishi Kaisha.

GLENLOCHY, British str., 2,997, F. T. Jones, 10th Feb.—London and Singapore 3rd Feb., General—Shewan, Tomes & Co.

HANGSANG, British str., 1,356, S. Wilde, 12th February—Shanghai 7th Feb., General—Jardine, Matheson & Co.

HANYANG, British str., 1,206, G. J. Spinke, 10th February—Shanghai 6th February, General—Butterfield & Swire.

HOPANG, British str., 1,359, J. M. Hay, 10th Feb.—Hongay 8th Feb., Coal—Jardine, Matheson & Co.

HUDSON MARU, Japanese str., 2,782, Morisada, 5th Feb.—Japan 29th Jan., Coal—Ataka & Co.

JINSEN MARU, Japanese str., 3,784, M. Ma-chida, 10th Feb.—Kobe 3rd Feb., General—Nippon Yusen Kaisha.

JOHANN, German str., 952, M. Jphand, 3rd Feb.—Singapore and Hoilow 2nd January, General—Jehsan & Co.

KIYO MARU, Japanese str., 5,757, W. E. Elmer, 7th Feb.—South America, General—Toyo Kisen Kaisha.

KWANTUNG, Chinese str., 1,536, Stewart, 7th Feb.—Shanghai 4th February, General—C. M. S. N. Co.

LOCHEAN, German str., 1,020, W. Taubert, 10th February—Bangkok 1st February, Rice—Butterfield & Swire.

LOONGMOON, German str., 1,971, W. Vogeler, 11th Feb.—Daly 4th Feb., General—Hambury-Amerika Linie.

LOONGSANG, British str., 1,092, W. G. Leach, 13th Feb.—Manila 10th Feb., General—Jardine, Matheson & Co.

LUCERNE, British str., 4,103, J. Mathie, 13th Feb.—Manila 10th Feb., Hemp—Bank Line Ltd.

LYZEMOON, German str., 1,295, F. v. Pilgrim, 11th February—Saigon 8th Feb., Rice—Hambury-Amerika Linie.

MINE, American str., 3,313, Eccleston, 13th Jan.—Southampton 13th Dec.—Pacific Mail S.S. Co.

PATRICIA, German transport, 9,846, Norden, 12th Feb.—from Hamburg—Hambury-Amerika Linie.

PETERBURG, German str., 1,373, —, 12th February—Bangkok 8th February, Rice—Butterfield & Swire.

PONGTONG, German str., 998, W. Dotehr, 4th Feb.—Bangkok 22nd Jan.—Butterfield & Swire.

QUANTA, German str., 1,745, H. Modsen, 5th Feb.—Manila 1st Feb., Flour—Sander, Wisler & Co.

RECORDE, British str., 677, W. J. Kemp, 5th February—Singapore 23rd Jan., Coal—Osaka Shosen Kaisha.

SAMSEN, German str., 998, R. Peterson, 11th Feb.—Bangkok and Swatow 10th February, Rice and Meal—Butterfield & Swire.

SEATTLE MARU, Japanese str., 3,832, T. Saito, 11th Feb.—Manila 8th Feb., General—Osaka Shosen Kaisha.

SHINKO MARU, Japanese str., 2,893, Murase, 4th Feb.—Mitsui 28th Jan., Coal—Mitsui Bussan Kaisha.

SINGAN, British str., 1,047, F. Jamieson, 9th February—Haiphong 8th Feb., General—Butterfield & Swire.

TAMON MARU II, Japanese str., 2,001, Y. Yamashita, 15th Feb.—Moji 15th February, Coal—Mitsui Bussan Kaisha.

TINGSANG, British str., 1,045, J. M. Guffog, 9th Feb.—Weihaiwei and Swatow 8th Feb., General—Jardine, Matheson & Co.

TUNOVS, Norwegian str., 6,659, C. E. Halverson, 6th Feb.—Manila 3rd February, Ballast—Siemssen & Co.

VESFOLD, Norwegian str., 1,112, Peterson, 12th February—Saigon 8th Feb., Rice—Osaka Shosen Kaisha.

WENT, British str., 1,227, Howard, 11th Feb.—Wuhu 5th Feb., Rice—Butterfield & Swire.

YAWATA MARU, Japanese str., 3,816, I. Sekine, 13th February—Nagasaki, 9th February, General—Nippon Yusen Kaisha.

YERIMO MARU, Japanese str., 3,284, J. Hamada, 12th Feb.—Moji 1st Feb., Coal—Osaka Shosen Kaisha.



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Y. SHIBUYA,

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Hongkong, 10th August, 1911. [663]

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LATEST STEAMER MOVEMENTS.

The Philippines Co. str. Zafiro left Manila

on the 13th inst., and is due here on or about

the 16th inst., at daylight.

The str. Katana left Sabang on the 13th

inst., and is due here on or about the 22nd

inst., at 5 a.m.

The P. & O. S. N. Co.'s str. Himalaya left

Shanghai on the 14th inst., at 5 a.m., and is

due here to-morrow at noon.

The P. M. S. Co.'s str. Persia sailed from

San Francisco on the 13th inst. for Hongkong,

and is due to arrive at this port on the 12th

prox.

The Dowell New York Line str. Pathan

left Poochow on the 14th inst. morning, and is

due here to-morrow morning.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

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S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

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WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Deaver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

SHIPPING

ARRIVALS.

ANNU, British str., 1,350, J. B. Harris, 14th Feb.—Shanghai 11th February, General—Butterfield & Swire.

CHITSHING, British str., 1,199, F. Mooney, 14th Feb.—Chefoo via Weihaiwei 8th Feb, General—Chinese.

DAIKIN MARU, Jap. str., 899, S. Yamaguchi, 14th Feb.—Swatow 13th Feb, General—Onaka Shosen Kaisha.

FUTSALA, British str., 2,702, H. Chadley, 14th Feb.—Rangoon 30th January—Jardine, Matheson & Co.

HIROSHIMA MARU, Japanese str., 2,035, S. Hirose, 15th Feb.—Singapore 14th Feb, General—Nippon Yusen Kaisha.

HONGKONG, French str., 709, A. Cornelissen, 14th February—Haiphong 12th February, General—A. R. Marty.

HONG WAN L, British str., 2,060, J. Mason, 12th Feb.—Singapore 6th Feb, General—Joo Tok Sang.

LAMETTS, British str., 2,904, J. A. Taylor, 13th Feb.—Shanghai 9th February, General—Butterfield & Swire.

LEUNGSHING, British str., 952, Smith, 14th Feb.—Wuhu 8th Feb, Rice—Jardine, Matheson & Co.

PEBA, British str., 7,000, W. W. Cooke, R.N.R., 15th Feb.—Singapore 8th Feb, General—P. & O. S. N. Co.

TELEMACHUS, British str., 1,340, Fraser, 15th Feb.—Saigon 8th Feb, Rice—W. O. Pat Sing.

THUJAP, Dutch str., 3,860, E. H. Kroes, 15th Feb.—Mike and Amoy 11th Feb, General—Java-China-Japan Lijn.

THUJAP, Dutch str., 5,620, A. W. Lakvay, 15th Feb.—Moji 9th Feb, Coal—Java-China-Japan Lijn.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

14th February.

Draper, Norwegian str., for Batavia.

Fulain, British str., for Kobe.

Haiman, British str., for Swatow.

Hongkong, British str., for Shanghai.

Singap, British str., for Bangkok.

Tjimonck, Dutch str., for Batavia.

DEPARTURES.

14th February.

HAIFAN, British str., for Swatow.

HANOI, French str., for Haiphong.

HERLSE, German str., for Gohow.

HIROSHIMA MARU, Jap. str., for Shanghai.

MISHIMA MARU, Japanese str., for Kobe.

NIKKO MARU, Japanese str., for Nagasaki.

PEBA, British str., for Shanghai.

SI-KIANG, French str., for Haiphong.

TANGO MARU, Japanese str., for Singapore.

YUNNAN, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Pera* reports: Strong monsoon.

The British str. *Hong Wan L* reports: Fresh monsoon throughout.

The British str. *Laertes* reports: Moderate monsoon in Formosa Channel.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P. & O. S. N. Co. str. *Mongolia* from San Francisco sailed from Yokohama on the 13th inst. en route to Hongkong, and is due to arrive at Hongkong on the 23rd inst.

The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 5th inst. for Hongkong, and is due to arrive at this port on or about the 26th inst.

The T.K.K. str. *Tenyo Maru* sailed from Honolulu on the 12th inst., and is due to arrive at Hongkong on the 4th prox.

THE INDIAN MAIL.

The Indo-China str. *Laiang* left Singapore for Hongkong on the 10th inst., and is due here about the 17th inst.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Sigismund* left Sydney on the 10th inst., at 11 a.m., and may be expected here on or about the 4th prox.

THE CANADIAN MAIL.

The C. P. & N. Co. str. *Monteagle*, left Vancouver B. C. for Hongkong (via usual ports of call) on Wednesday, the 7th Feb. at p.m.

THE ENGLISH MAIL.

The P. & O. S. N. Co. str. *Assaye* left Singapore for this port on the 10th inst., at 5 p.m., and is due here to-day at 4 p.m., and is expected to leave for Shanghai on the 16th inst., at 10 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Yorck*, carrying the German Mails with dates from Berlin of the 24th ult., left Colombo on the 11th inst. p.m., and may be expected here on or about the 22nd inst.

MERCHANT STEAMERS.

The Austrian Lloyd str. *Forwards* left Singapore for this port on the 10th inst., and will arrive here to-morrow a.m.

The H.A. Line str. *Silvia* left Shanghai on the 13th inst. a.m., and may be expected here to-morrow a.m.

The "Den" Line str. *Devenue* from Middlesbrough and London, left Singapore on the 10th inst. for this port.

The H.A. Line str. *Suevia* left Singapore on the 14th inst. a.m., and may be expected here on or about the 17th inst. a.m.

The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 9th inst., and is expected here on the 18th inst.

The N.Y.K. str. *Colombo Maru* (Bombay Line) left Bombay for this port via Singapore on the 9th inst., and is expected here on the 27th inst.

The str. *Glentworth* passed the Suez Canal on the 6th inst., and is due here on or about the 7th prox.

The T.K.K. str. *Bayo Maru* sailed from Manzanillo on the 3rd inst. for Hongkong via Honolulu and Japan ports, and is due to arrive at Hongkong on the 26th prox.

The "Mogul" Line str. *Montrose* left United Kingdom on the 28th ult. for Hongkong and Far East via the Straits.

The Bank Line str. *Ostia* sailed from Vancouver on the 1st inst. for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.

The str. *Willden* left Tacoma on the 29th ultimo for Hongkong and Manila via Japan ports.

PASSED THE CANAL.

Jan. 12th—Jason, Palawan, Wray Castle.

16th—Austria, Benvenia, Miyasaki Maru.

Pera, 19th—Suevia, 23rd—Mishima Maru, Telemachus, Afghan Prince, Patricia, 26th—Dardania, Peiho, Africa, 30th—Devalley, Feb. 2nd—Cyclops, Nereus, 6th—Glentworth, Indravadi, Kaga Maru, Perseus, Tourane, 9th—Alicious, Belgravia, Caledonia, Sumatra, Syria, Indravadi, Janda, 13th—Armande, Behic, Dardania, Brasil, Denbighshire, Montrose, St. Patrick.

ARRIVALS AT HOME.

February 15th—Prometheus, Sontag.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blakes Pier
3. From Blakes Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	Jas. McGregor	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON, &c. VIA USUAL PORTS OF CALL.	HYMALAYA	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 21st inst.
LONDON, ROTTERDAM & ANTWERP	CANADIAN STEAMSHIP	Brit. str.	—	F. T. Jones	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	GLERLOOCH	Brit. str.	—	F. T. Jones	SHEWAN TOMES & Co.	About 12th Mar.
HAYRE, HAMBURG & ANTWERP, &c.	SILEZIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINE	On 1st Mar.
HAYRE & HAMBURG VIA STRAITS, &c.	GOLDENFELS	Ger. str.	k. w.	Didrichsen	HAMBURG-AMERIKA LINE	To-morrow.
HAYRE, BREMEN & HAMBURG &c.	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINE	On 5th Mar.
MARSEILLES, ROTTERDAM & HAMBURG &c.	SAXONIA	Ger. str.	k. w.	Stahr	HAMBURG-AMERIKA LINE	On 20th March.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERICA	Ger. str.	k. w.	Ernst	HAMBURG-AMERIKA LINE	On 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KIMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 27th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
MARSEILLES, HAYRE, ROTTERDAM, &c.	PERUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINE	On 13th Mar., at 10 A.M.
VICTORIA, B.C. & TACOMA VIA JAPAN &c.	SEATTLE MARU	Jap. str.	—	Tomimaga	OSAKA SHOSSEN KAISHA	On 14th March.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	Tomimaga	OSAKA SHOSSEN KAISHA	On 22nd inst., at 1 P.M.
VICTORIA, B.C. & TACOMA, VIA SHANGHAI, &c.	DERFFLINGER	Ger. str.	—	F. Prosch	OSAKA SHOSSEN KAISHA	On 27th inst., at Noon.
NAPLES GENOA ALGIERES, GIBRALTAR & SOUTHAMPTON	KARONGA	Am. str.	—	F. Prosch	MELCHERS & Co.	On 5th March, at 1 P.M.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	BOHEMIA	Aus. str.	—	E. Tarabochia	SHEWAN TOMES & Co.	On 21st inst., at Noon.
TRIESTE, Fiume, & VENICE VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	E. Tarabochia	SANDER, WIELE & Co.	About 6th March.
BOSTON & NEW YORK	PATIAN	Brit. str.	—	E. Tarabochia	SANDER, WIELE & Co.	On 19th inst., at 5 P.M.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	LUCERNE	Brit. str.	—	E. Tarabochia	WIDWELL & Co., Ltd.	About 22nd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	W. Davison	WIDWELL & Co., Ltd.	On 24th inst., at 7 A.M.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	CHIRORU MARU	Jap. str.	2 m.	W. W. Greene	TOYO KAISEN KAISHA	On 23rd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIKE	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 23rd inst., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	MONGOLIA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 2nd Mar., at 1 P.M.
AUSTRALIAN PORTS VIA MANILA	TAWATA MARU	Jap. str.	—	E. Finkley	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Jap. str.	1 m.	E. Finkley	NIPPON YUSEN KAISHA	To-morrow, at Noon.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Ger. str.	—	L. Klugel	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA & KOBE VIA SHANGHAI	EASTERN	Brit. str.	—	L. Klugel	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
KOBE	VORWAERTS	Aus. str.	—	H. Childley	SANDER, WIELE & Co.	On 2nd Mar.
KOBE & YOKOHAMA	FUTABA	Brit. str.	—	H. Childley	SANDER, WIELE & Co.	On 17th inst., at 5 P.M.
KOBE & YOKOHAMA	KAGA MARU	Jap. str.	—	M. Hagino	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	KYUO MARU	Ger. str.	—	Lens	NIPPON YUSEN KAISHA	On 29th inst., a.m.
JAPAN	TIJABOMARU	Jap. str.	—	V. Zwart	TOYO KISEN KAISHA	About 5th Mar.
TIJABOMARU	CHONGSHING	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LIJN	On 17th inst., at Noon.
SHANGHAI	CHINUA	Brit. str.	1 m.	V. Zwart	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
SHANGHAI	ASSAYE	Brit. str.	—	V. Zwart	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	HANGSANG	Brit. str.	—	Sponsor White	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. B. Harris	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI	SUEVIA	Ger. str.	k. w.	Rassau	BUTTERFIELD & SWIRE	On 17th inst., at M'night.
SHANGHAI	YOROK	Ger. str.	—	J. Randermann	MELCHERS & Co.	On 18th inst.
SHANGHAI	CHIRORU	Brit. str.	1 m.	Wm. Lloyd Ross	BUTTERFIELD & SWIRE	About 22nd inst.
SHANGHAI	KIKIN MARU	Jap. str.	1 m.	C. O. Williams	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
SHANGHAI, MOJI & KOBE	COLOMBO MARU	Jap. str.	—	M. Deguchi	NIPPON YUSEN KAISHA	On 24th inst., at M'night.
SHANGHAI	AFRICA	Aus. str.	—	J. Teranaka	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, KOBE & MOJI	FOOKANG	Brit. str.	—	T. A. Mitchell	SANDER, WIELE & Co.	On 28th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 6th Mar., at 6 A.M.
SHANGHAI	TIJABOMARU	Dut. str.	—	J. P. Scholte	ARTHUR NISSEN & Co.	On 7th Mar., at Noon.
SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LIJN	About 5th April.
SWATOW & AMOY	SOSHU MARU	Jap. str.	—	J. P. Scholte	OSAKA SHOSSEN KAISHA	Quick despatch.
SWATOW & AMOY	DAIKIN MARU	Jap. str.	—	J. P. Scholte	OSAKA SHOSSEN KAISHA	On 18th inst., at 8 A.M.
SWATOW	HAIFAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAK & Co.	On 21st inst., at 8 A.M.
SWATOW, AMOY & FOOCHEW	HAIFAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	On 18th inst., at 10 A.M.
MANILA	LOONGSANG	Brit. str.	—	Leack	JARDINE, MATHESON & Co., Ltd.	To-day, at 11 A.M.
MANILA, MANGARIA, ILOILO & CEBU	ZAFIRO	Brit. str.	—	M. C. Smith	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 11 A.M.
MANILA, ILOILO & CEBU	KALIFONG	Brit. str.	1 m.	Siddons	SHEWAN TOMES & Co.	On 17th inst., at 2 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 20th inst., at 4 P.M.
MANILA, CEBU & ILOILO VIA ZAMBOANG	TAMING	Brit. str.	1 m.	Pennfather	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 2 P.M.
MANILA, MANGARIA, ILOILO & CEBU	RUBI	Am. str.	—	S. Crosby	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MANILA, MANGARIA, ILOILO & CEBU	SINGAN	Brit. str.	1 m.	F. Jamieson	SHEWAN TOMES & Co.	On 29th inst., at 4 P.M.
MANILA, MANGARIA, ILOILO & CEBU	TOIMANORU	Dut. str.	—	F. Jamieson	JAVA-CHINA-JAPAN LIJN	To-day, at 11 A.M.
SINGAPORE, PENANG & CALCUTTA	LARABA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	Quick despatch.
SINGAPORE, PENANG & RANGOON	LARABA MARU	Brit. str.	—	E. J. Fadd	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
KUDAT & SANDAKAN	FUTABA	Brit. str.	—	H. Childley	JARDINE, MATHESON & Co., Ltd.	On 7th Mar.
KWANG CHOW WANG & HAIPHONG	BORNEO	Ger. str.	—	F. Sembill	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.
	SI-KIANG	Frans. str.	—	E. de Catalano	MELCHERS & Co.	On 26th inst., at 9 A.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STRANERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER," Capt. F. PROSCH.	17,000	Wednesday, 21st Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK," Capt. J. RANDELMANN	17,000	About 22nd Feb.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COLEMAN," Capt. L. KLUGELIST.	6,750	Saturday, 24th Feb., at 10 A.M.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	About 5th March.
KUDAT and SANDAKA	"BORNEO," Capt. F. SEMBELL.	5,000	Saturday, 17th Feb., at 4 P.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th February, 1912.

PASSENGER SEASON 1912. NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"DERFFLINGER" - Capt. F. PROSCH.	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH" 16,000 - Capt. E. MALCHOW.	16,000	ON MARCH 5TH.
"YORCK" - Capt. J. RANDELMANN.	17,000	ON MARCH 20TH.
"PRINZESS ALICE" - Capt. P. GROSCH.	20,300	ON APRIL 2ND.
"LUETZOW" - Capt. J. BORTHELDT.	17,300	ON APRIL 17TH.
"KLEIST" - Capt. L. MALASS.	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE. VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPEROR OF JAPAN" SAT., 24th Feb.	"EMPEROR OF IRELAND" Fri., 22nd Mar.
"MONTEAGLE" SAT., 23rd Mar.	"EMPEROR OF IRELAND" Fri., 19th Apr.
"EMPEROR OF INDIA" SAT., 20th Apr.	"EMPEROR OF IRELAND" Fri., 17th May.
"EMPEROR OF JAPAN" SAT., 11th May.	"ALLEN LINE" Fri., 7th June.

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamship) "Monteagle" .. £43.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or its Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Timetables, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner Fadder Street and Praya opposite Blake Pier.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"PEKING"	6,500	About 5th April.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO., YOEK BUILDINGS, TOP FLOOR.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 17th Feb., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 20th Feb., 4 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 12th February, 1912.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"HIMALAYA," Captain K. Jenkins, carrying: His Majesty's Mails, will be despatched from this for Bombay via Aden, on SATURDAY, the 17th February, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MACHONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Aden and Bombay by the s.s. "ARGADIA," due in London on the 11th April, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 5th February, 1912.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "PATHAN" ... On or about 17th Feb.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 30th January, 1912. [230]

HONGKONG-BOSTON & NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast)

S.S. "KARONGA" ... On or about 6th Mar.

For freight and further information, apply to

SHEWAN TOMES & Co., General Agents.

Hongkong, 2nd February, 1912. [231]

GLEN LINE (McGREGOR, GOW & CO., LIMITED).

THE Steamship

"GLENLOCHY," Captain F. T. Jones, will be despatched for LONDON and ANTWERP on or about the 12th March.

For freight and passage, apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 13th February, 1912. [310]

PASSENGERS.

Per *Futaba*, from Rangoon, Mr Campbell, Mr Ashul, from Shanghai, Mr and Mrs Bach and 3 children, and Mr Legrange.

DEPARTED.

Per *Nikko Maru*, for Japan, Mr E. Cole, Mr Arnold, Mr Alarabon, Mr T. L. Chapman, Mr and Mrs Robertson, Mr T. Bilbo, Miss Johnstone, Dr. W. Taylor, C. B. Combe and child, Mr S. Takachi, Mr Hurlbourn, Mrs Hordford, Miss Hordford, Mr Sato, Mr and Mrs Nak

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	Daylight	Freight and Passage.
LONDON VIA USUAL PORTS	Capt. G. W. Cockman, E.N.R.	16th Feb.	
OF CALL	Capt. K. Jenkins	Noon, 17th Feb.	See Special Advertisement
LONDON and ANTWERP	SOCOTRA	About	Freight only.
VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. J. Coldwell	21st Feb.	

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th February, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG (calls Hoihow for mails only)	"SINGAN"	On 15th Feb., 11 A.M.
SHANGHAI	"CHINHUA"	On 15th Feb., 4 P.M.
MANILA, ZAMBOANGA, THUES, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 16th Feb., 4 P.M.
SHANGHAI	"ANHUI"	On 17th Feb., M'night.
MANILA, CEBU & ILOILO	"KAIPOH"	On 20th Feb., 4 P.M.
SHANGHAI	"CHENAN"	On 22nd Feb., 4 P.M.
SHANGHAI	"LINAN"	On 24th Feb., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 27th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPOH" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.
NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung. TELEPHONE 36
REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th February, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,935 tons, will leave as above on February 19th, 1912, at 5 p.m.
S.S. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 p.m.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on March 6th, 1912, at 6 a.m.
Superior accommodation for 1st and 2nd Class Cabin and Stateroom passengers. Cheap
rates, Hongkong-Trieste, Venice, 250 1st, 236 2nd Class. No surtax, no tips, no inside
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "VORWAERTS," 12,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about February 17th, at 5 p.m.
S.S. "NIPPON," 13,930 tons, will leave for TRIESTE, PRIME and VENICE, via SINGAPORE,
PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February
22nd.

These steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 12th February, 1912. Princess' Building. 155

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.
FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 20th Feb., at 11 A.M.

For SWATOW AND RETURN.

(Occupying 13 Days).

"HAIMUN"	Capt. A. H. Stewart	THURSDAY, 15th Feb., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAURIE & Co.,
General Managers.

Hongkong, 14th February, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
For SHANGHAI, KOBE & YOKOHAMA:	For HAYRE, HAMBURG & ANTWERP:
S.S. SUEVIA ... 18th Feb.	S.S. SUEVIA ... 16th Feb.
S.S. BELGRAVIA ... 7th March.	For MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SACHSEN ... 18th March.	S.S. SAXONIA ... 17th Feb.
S.S. C. FERD. LARISZ ... 2nd April.	For MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SITHONIA ... 10th April.	S.S. AMBRIA ... 7th Feb.
S.S. SCANDIA ... 26th April.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. BAYERN ... 3rd May.	S.S. SPEZIA ... 1st March.
	For HAYRE & HAMBURG:
	S.S. GOLDENFELS ... 5th March.
	For MARSEILLES, HAYRE, ROTTERDAM &
	HAMBURG:
	S.S. PRUSSIAN ... 14th March.
	For HAYRE, BREMEN & HAMBURG:
	S.S. SUEVIA ... 20th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.Between HONGKONG and SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	FRIDAY, 16th FEB., NOON.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.

SOUTH AMERICA LINE:

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 17th FEB., NOON
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST-OFFICES.SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 22nd Feb., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANG- HAI, MOJI, KOBE, YOKOHAMA, and YOKO- HAMA	"TACOMA MARU"	6,178	TUESDAY, 16th April, at 1 P.M.
	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 1 P.M.
	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco:—

From Manila	...	G. \$130.00
From Hongkong, Shanghai and Keelung	...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	...	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	...	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Furs and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	SUNDAY, 18th Feb., at 8 A.M.
TAMUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 18th Feb., at 10 A.M.
ANPING VIA SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 21st Feb., at 8 A.M.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings772-773 S. HIROI,
MANAGER.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.
(1st AND 2nd CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 28th Feb., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
HIMALAYA	7000	February 17	MACEDONIA	10500
ASSAYE	7500	March 2	MOREA	11000
INDIA	8000	March 16	Through Steamer	March 30
DEVANHA	8000	March 30	MOLDAVIA	11000
DELTA	8000	April 13	MALLOJA	12500
ASSAYE	7500	April 27	MONGOLIA	10000
OCEANA	7000	May 11	HALWA	11000
DEVANHA	8000	May 25	CHINA	8000
DELTA	8000	June 8	MACEDONIA	10500
ARCADIA	7000	June 22	MOREA	11000
		July 6		
		July 20		

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those
for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd £48.80 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
NILE	about	6
NUBIA	April	19
SUMATRA	April	17
NAMUR	May	31
PAKAWAN	May	14
BORNEO	May	29
SYRIA	May	13
NORR	June	27
	June	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSHILLES, LONDON and ANTWERP via SINGA- PORE, PENANG COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 28th Feb., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 13th Mar., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	INABA MARU Capt. Tom'naga	7,000	TUESDAY, 27th Feb., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 16th Feb., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 15th March, at Noon.
BOMBAY VIA SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	THURSDAY, 22nd February.
KOBE and YOKOHAMA	KAGA MARU Capt. M. Hagino	7,000	THURSDAY, 29th Feb., A.M.
NAGASAKI, KOBE & YOKOHAMA			
SHANGHAI & KOBE	KIRIN MARU Capt. Deguchi	4,000	MONDAY, 25th February.
SHANGHAI, MOJI & KOBE	COLOMBO MARU Capt. J. Teraoka	5,000	WEDNESDAY, 28th February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.The next steamer from Hongkong—
"TENSIN MARU," 4,000 tons, Capt. Hori, February 24th.

1912 PASSENGER SEASON 1912

STEAMERS	TONS	CAPTAIN	From Hongkong
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MITASAKI	9,000	T. Mural	May 22nd.
INABA MARU	7,000	S. Tom'naga	February 27th.
TAMBA	7,000	K. Noda	March 26th.
SANUKI	7,000	T. Iizawa	April 9th.
AWA	7,000	S. Tom'naga	April 23rd.
INABA	7,000	S. Tom'naga	May 7th.

For further information, apply to—

T. KUSUMOTO, MANAGER.

12-15-41

